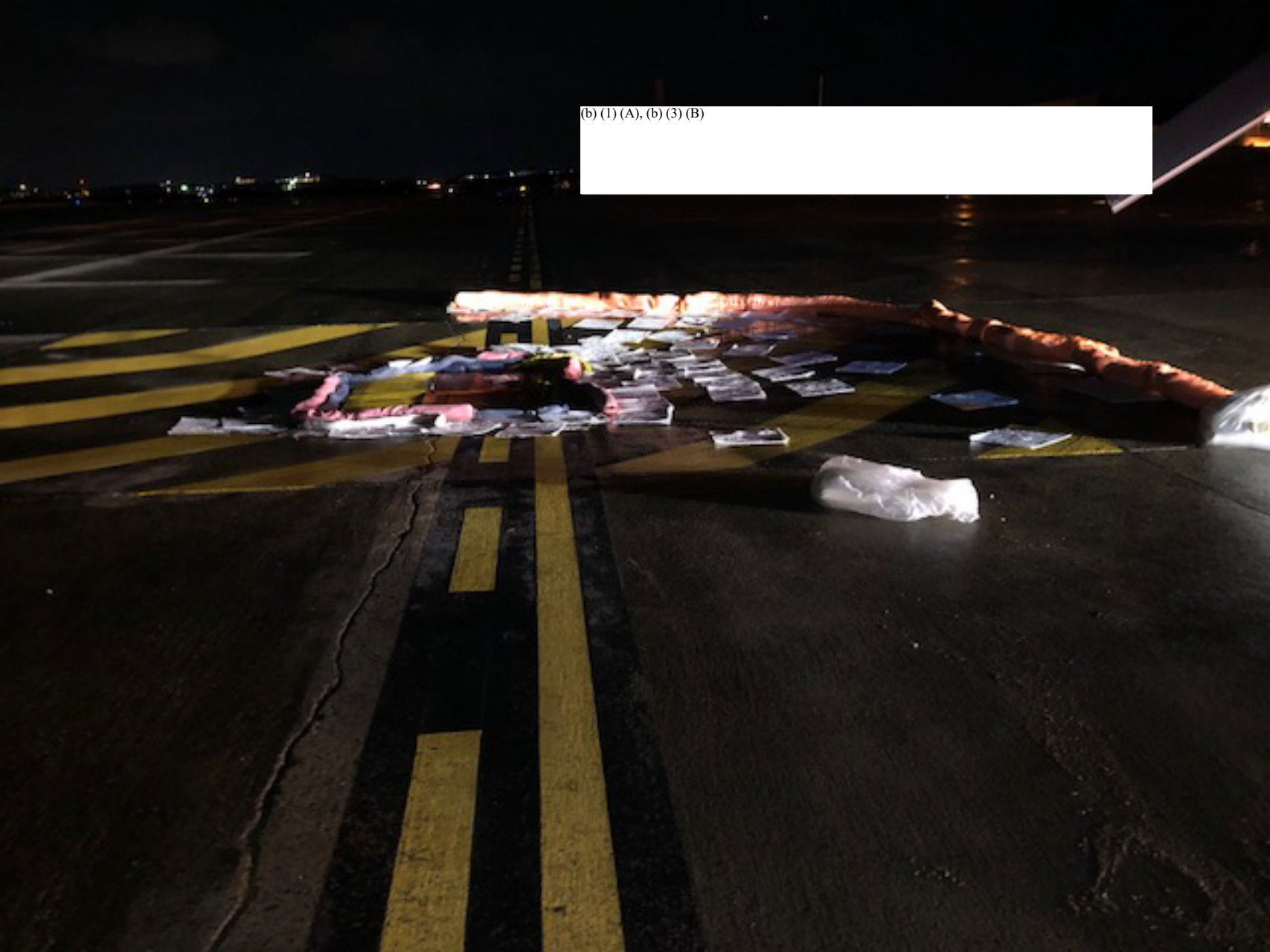
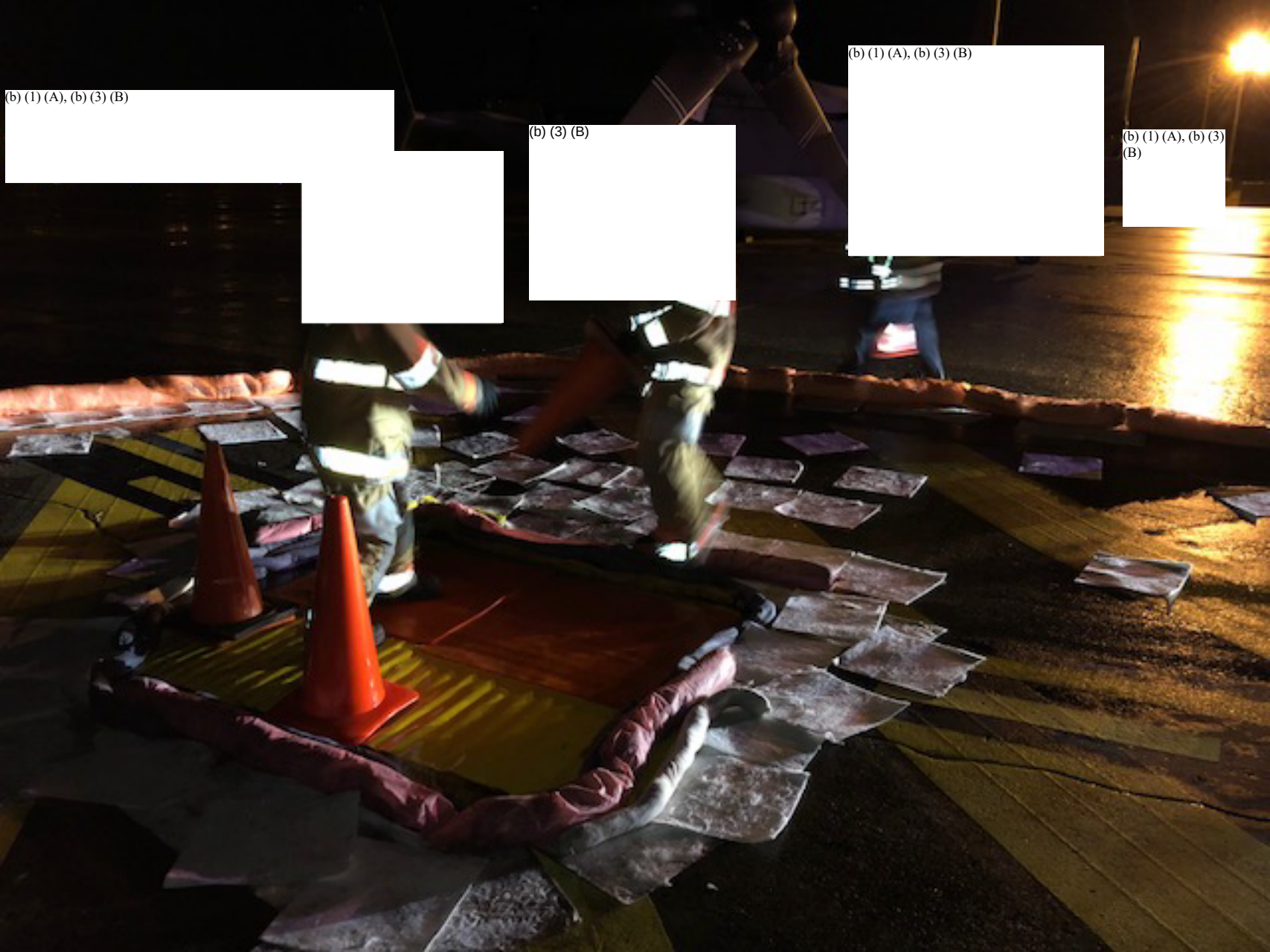

(b) (1) (A), (b) (3) (B)
(b) (1) (A), (b) (3) (B)
(b) (3) (B)
(b) (1) (A), (b) (3) (B)
(b) (1) (A), (b) (1) (B)
How's My Driving?
645-3474


(b) (1) (A), (b) (3) (B)
(b) (1) (A), (b) (3) (B)
OIL-DRI


(b) (1) (A), (b) (3) (B)


(b) (1) (A), (b) (3) (B)
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(b) (1) (A), (b) (3) (B)


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(b) (1) (A), (b) (3) (B)

(b) (1) (A), (b) (3) (B)


(b) (3) (B)


(b) (3)
(B)

(b) (1) (A), (b) (3) (B)

(b) (1) (A), (b) (3) (B)

Runoff from this site is carried via stormwater piping and ditches to large natural sinkhole, underground stream to Ginowan City storm trunk line and ocean

N

June 2016

(b) (1) (A), (b) (3) (B)

(b) (1) (A), (b) (3) (B)

UNCLASSIFIED

USFJ SPILL REPORT

SPILL INCIDENT DATA

1. DATE AND TIME OF SPILL	2. DATE AND TIME OF REPORT	3. LOCATION / INSTALLATION
12 Jun 2018, 09:30	03 Jul 2018, 14:25	MCAS Futenma

4. MISSION IMPACT	5. PRODUCT INVOLVED	6. QUANTITY SPILLED
Moderate	JP-5 Fuel	2510.0 gallons

7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL)

The fuel release originated at (b) (1) (A), (b) (3) (B) which is located within the Fuels Division compound on MCAS Futenma (b) (3) (B), (b) (1) (A) that is directly connected to the secondary containment (b) (3) (B), (b) (1) (A) and then drained directly into the surrounding grass. From there, the fuel travelled approximately 716 feet from the point of release to where it ultimately stopped, migrating via concrete drainage ditches, grassy swales, and one drainage pipe.

8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT

This incident was due to a lack of operational checks and/or controls as well as human error. First, Fuels Division Standard Operating Procedures (SOPs) did not adequately address the alignment of all valves (b) (3) (B), (b) (1) (A)

ENVIRONMENTAL

9. DID THE FUEL ENTER A WATERWAY?	YES. (Describe effects in block 9A)

9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT

This fuel release contaminated soil, grass, sediment, and debris (hereafter referred to as contaminated soil) within the immediate incident area.

10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?	NO. (Proceed to block 11.)

10A. EFFECTS OF OFF-BASE SPILL/INCIDENT

Not applicable.

11A. WEATHER CONDITIONS AT TIME OF SPILL	11B. WEATHER CONDITIONS AT TIME OF REPORT
Sunny	Rain

PUBLIC RELATIONS

12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?	YES. (Fill out blocks 12A. and 12B.)

12A. WHAT US ORGANIZATIONS/AGENCIES?	12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES?
USFJ, MCAS Futenma, and Environmental Affairs Branch personnel.	None

DLA ENERGY OWNED FUEL

13. IS THIS DLAE OWNED FUEL?	YES. (Fill out 13A., 13B., and 13C.)	13A. DODAAC SE8C02

13B. COUNTRY	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.
Japan	(b) (1) (A), (b) (3) (B), (b) (5)

REPORT INFORMATION

14. SPILL REPORT SEQUENCE NUMBER SL-2018-0000015

15. SPILL REPORTEDB BY SECTION		16. SPILL DISCOVERED BY SECTION	
15A. NAME	(b) (3) (B)	16A. NAME	(b) (3) (B)
15B. RANK/PAY GRADE	(b) (3) (B)	16B. RANK/PAY GRADE	(b) (3) (B)
15C. ORGANIZATION	G-F, Environmental Affairs Branch, Compliance, Training, and Support Section	16C. ORGANIZATION	Marine Corps Installations Pacific (MCIPAC), Marine Corps Air Station (MCAS) Futenma, Airfield Operations, Fuels Division
15D. EMAIL	(b) (3) (B)	16D. EMAIL	(b) (3) (B)
15E. TELEPHONE	(b) (3) (B)	16E. TELEPHONE	DSN:
		16F. STATUS	

SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES

17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).

No injuries or casualties resulted from this incident.

18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.

Fuels Division personnel utilized absorbent pads and socks in an attempt to absorb the fuel. Obviously contaminated soil was removed from the incident site. (b) (1) (A), (b) (3) (B), (b) (5) (b) (1) (A), (b) (3) (B), (b) (5) Geotextile matting was installed in areas were soil and/or grass was removed in order to mitigate red soil runoff. Replacement soil and sod have been purchased and are expected to be installed once the materials are received.

19. QUANTITY OF PRODUCT RECOVERED?	19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?
240.0 gallons	Product was removed by local contractor during emergency OWS cleaning.

20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?	YES. (Fill out blocks 20A, 20B, and 20C)
20A. HW WAS TAKEN TO WHAT FACILITY?	(b) (1) (A), (b) (3) (B) ESTs Hazardous Waste Storage Area (HWSA)
20B. HW MANIFEST NUMBER Not applicable	20C. DISPOSAL METHOD DLA Disposition Services (DRMO)

21. NAME AND PARTIES INVOLVED CLEANUP

21A. NAME (b) (3) (B)	21B. RANK/PAY GRADE (b) (3) (B)
21C. TELEPHONE (b) (3) (B) DSN	21D. ORGANIZATION Marine Corps Installations Pacific (MCIPAC), Marine Corps Air Station (MCAS) Futenma, Airfield Operations, Fuels Division
21E. EMAIL (b) (3) (B)	21F. SECURE EMAIL (b) (3) (B)

22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT

Immediately following this incident, Fuels Division personnel: updated SOPs pertaining to the movement of fuel through (b) (3) (B), (b) (1) (A) created and implemented a Quality Surveillance form to be used in conjunction with all future pipeline maintenance activities; and conducted all-hands training on these updated policies and procedures. Other proposed (b) (1) (A), (b) (3) (B), (b) (5)

INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT

1. References:

a. USFJ Instruction 23-101

b. Japan Environmental Governing Standard (JEGS)

c. DLA Energy-I-13.

2 General:

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations (b) (3) (B) or (b) (3) (B) (b) (3) (B) Unclassified fax (b) (3) (B) or by email (b) (3) (B) (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energ

b. This form provides the minimum information which shall be contained in a spill report to USFJ.

c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.

d. Please spell out acronyms the first time used.

3. Entries in numbered blocks. (Self-explanatory block omitted.)

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. http://www.supsalv.org/essm/

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.

USFJ SPILL REPORT

SPILL INCIDENT DATA

1. DATE AND TIME OF SPILL	2. DATE AND TIME OF REPORT	3. LOCATION / INSTALLATION
12 Jan 2018, 18:50	18 Jan 2018, 14:05	MCAS Futenma

4. MISSION IMPACT	5. PRODUCT INVOLVED	6. QUANTITY SPILLED
Minor.	JP-5 Fuel.	(b) (1) (A), (b) (3) (B)

7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL)

Maintenance crews were performing routine maintenance on an (b) (1) (A), (b) (3) (B) when the spill occurred. Fuel immediately entered a storm drain next to the aircraft. From there, rain carried the fuel through the storm drain system and into a mid-field culvert. An estim allons (1,800 Lbs.) of fuel was released. The fuel from this incident was completely retained within the MCAS Futenma fence line. MCAS Futenma Crash Fire Rescue (b) (1) (A), (b) (3) (B) MCIPAC Fire and Emergency Services, and MCIPAC-MCB Camp S. D. Butler Environmental Affairs Branch personnel responded to this incident.

8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT

(b) (1) (A), (b) (3) (B), (b) (5)

ENVIRONMENTAL

9. DID THE FUEL ENTER A WATERWAY?	YES. (Describe effects in block 9A)

9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT

The release entered the underground storm drain system as well as a mid-field culvert. Silt deposits, debris, and sediment within the culvert were contaminated with JP-5 fuel.

10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?	NO. (Proceed to block 11.)

10A. EFFECTS OF OFF-BASE SPILL/INCIDENT

Not applicable.

11A. WEATHER CONDITIONS AT TIME OF SPILL	11B. WEATHER CONDITIONS AT TIME OF REPORT
Light Rain	Sunny

PUBLIC RELATIONS

12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?	YES. (Fill out blocks 12A. and 12B.)

12A. WHAT US ORGANIZATIONS/AGENCIES?	12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES?
(b) (1) (A), (b) (3) (B) MCAS Futenma CFR, MCIPAC Fire and Emergency Services, and Env. Affairs Branch.	None.

DLA ENERGY OWNED FUEL

13. IS THIS DLAE OWNED FUEL?	NO. (Proceed to block 14.)	13A. DODAAC Not applicable.

13B. COUNTRY	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.
Not applicable.	Not applicable.

REPORT INFORMATION

14. SPILL REPORT SEQUENCE NUMBER SL-2018-0000003	16. SPILL DISCOVERED BY SECTION
15. SPILL REPORTEDB BY SECTION	16A. NAME (b) (3) (B)
15A. NAME (b) (3) (B)	16B. RANK/PAY GRADE (b) (3) (B)
15B. RANK/PAY GRADE (b) (3) (B)	16C. ORGANIZATION (b) (1) (A), (b) (3) (B) Quality Assurance
15C. ORGANIZATION G-F, Environmental Affairs Branch, Environmental Support Team	16D. EMAIL (b) (3) (B)
15D. EMAIL (b) (3) (B)	16E. TELEPHONE (b) (3) (B)
15E. TELEPHONE (b) (3) (B)	16F. STATUS

SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES

17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).

No injuries or casualties resulted from this incident.

18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.

19. 01/12/2018 - On-scene personnel utilized silicone drain covers in order to prevent any additional fuel from entering the storm drain system. Moreover, a variety of absorbents such as dry sweep as well as hydrophobic pads, pillows, socks, and booms were deployed in order to contain the spill and clean it up as best as possible. - 01/13/2018 - Environmental Support Team (EST) personnel conducted a site survey. Coarse of action included removing contaminated absorbents from the site as well as deploying hydrophobic booms along the mid-field culvert at (4) separate locations. Authorization to remove contaminated silt/debris/sediment from within the culvert was received; equipment was staged and personnel were identified. - 01/14/2018 - Contaminated silt/debris/sediment was removed from several locations along the culvert. In total, (b) (1) (A), (b) (3) (B) of contaminated silt/debris/sediment was recovered. - 01/18/2018 (b) (1) (A), (b) (3) (B) . of absorbents were transported off-site to a HWSA.

19. QUANTITY OF PRODUCT RECOVERED?	19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?
(b) (1) (A), (b) (3) (B) of contaminated silt/debris/sediment and (b) (1) (A), (b) (3) (B) of absorbents (unable to estimate amount of JP-5 recovered as all recovered JP-5 is contained within other media for which the dry-weight is unknown)	Hazardous Waste Storage Area (b) (1) (A), (b) (3) (B)
20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?	YES. (Fill out blocks 20A, 20B, and 20C)
20A. HW WAS TAKEN TO WHAT FACILITY?	Units Hazardous Waste Accumulation Point (HWAP).
20B. HW MANIFEST NUMBER Not applicable.	20C. DISPOSAL METHOD DLA Disposition Services (DRMO)

21. NAME AND PARTIES INVOLVED CLEANUP

21A. NAME (b) (3) (B)	21B. RANK/PAY GRADE (b) (3) (B)
21C. TELEPHONE (b) (3) (B)	21D. ORGANIZATION (b) (1) (A), (b) (3) (B) Quality Assurance
21E. EMAIL	21F. SECURE EMAIL (b) (3) (B)

22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT
(b) (1) (A), (b) (3) (B), (b) (5)

INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT

1. References:

a. USFJ Instruction 23-101

b. Japan Environmental Governing Standard (JEGS)

c. DLA Energy-I-13.

2 General:

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b. This form provides the minimum information which shall be contained in a spill report to USFJ.

c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.

d. Please spell out acronyms the first time used.

3. Entries in numbered blocks. (Self-explanatory block omitted.)

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. http://www.supsalv.org/essm/

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.